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MAR 10 2006

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AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) An air induction system comprising:
 - an air induction body;
 - a speaker;
 - a control unit in communication with said speaker, having at least two modes of noise attenuation signal generation;
 - an engine sensor for communicating engine data to said control unit; and
 - said control unit for selecting one of said at least two modes of noise attenuation signal generation based on said engine data;
 - wherein said at least two modes of noise attenuation signal generation comprises a first driving mode and a second driving mode, said first driving mode providing a lower level of noise attenuation than said second driving mode; and
 - wherein said control unit selects said first driving mode in response to a high engine speed and a high engine load communicated to said control unit by said engine sensor and said control unit selects said second driving mode in response to a low engine speed and a low engine load communicated to said control unit by said engine sensor.

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2. (Original) The air induction system of claim 1 where said engine data comprises engine load data and engine speed data.
3. (Original) The air induction system of claim 1 including a memory unit storing driving mode information that at least assists said control unit in the selection of one of said at least two modes of noise attenuation signal generation.
4. (Original) The air induction system of claim 3 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine speed data.

5. (Original) The air induction system of claim 3 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine load data.
6. (Original) The air induction system of claim 3 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine load data and said engine speed data.
7. (Cancelled)

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8. (Previously Presented) An air induction system comprising:
 - an air induction body;
 - a speaker disposed adjacent said air induction body;
 - a control unit in communication with said speaker, having at least two modes of noise attenuation signal generation;
 - a memory unit storing driving mode information that assists said control unit in the selection of one of said at least two modes of noise attenuation signal generation;
 - an engine speed sensor for communicating engine speed data to said control unit;
 - and
 - an engine load sensor for communicating engine load data to said control unit

wherein said control unit selects one of said at least two modes of noise attenuation signal generation based on a comparison of said engine speed data and said engine load data and data stored in said memory unit.

9. (Original) The air induction system of claim 8 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine speed data.

10. (Original) The air induction system of claim 9 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine load data.

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11. (Original) The air induction system of claim 9 wherein said driving mode information comprises data relating at least one mode of noise attenuation to said engine load data and said engine speed data.

12. (Original) The air induction system of claim 8 wherein one of said at least two driving modes comprises a sport-driving mode and one of said at least two driving modes comprises a normal driving mode.

13. (Original) A method of noise attenuation comprising:

determining engine speed data;

determining engine load data;

selecting one of at least two modes of noise attenuation signal generation based on the engine speed data and engine load data; and

generating a noise attenuation signal from the selected mode.

14. (Original) The method of claim 13 wherein one of the at least two driving modes comprises a sport-driving mode.

15. (Original) The method of claim 13 wherein one of the at least two driving modes comprises a normal driving mode.

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16. (Original) The method of claim 13 wherein one of the at least two driving modes comprises a sport-driving mode and one of the at least two driving modes comprises a normal driving mode.

17. (Original) The method of claim 13 wherein the selecting one of at least two modes of noise attenuation signal generation comprises comparing the determined engine speed data and engine load data with engine speed data and engine load data related to each of the at least two modes of noise attenuation signal generation.

18. (Cancelled)

19. (Cancelled)

20. (Currently Amended) The air induction system of claim 18 wherein said first driving mode is a sport-driving mode and said second driving mode is a normal driving mode.

21. (Currently Amended) The air induction body of claim 21 wherein said sport-driving mode provides a lower level of noise attenuation than said normal driving mode.

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22. (Previously Presented) The air induction system of claim 21 wherein said control unit selects said sport-driving mode in response to a high engine speed and a high engine load communicated to said control unit by said engine sensor and said control unit selects said normal driving mode in response to a low engine speed and a low engine load communicated to said control unit by said engine sensor.

23-24. (Cancelled)

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